

# **Alleys and R-8 zones**

**Creating standards for location of parking areas and vehicle access**

Planning Commission Briefing  
February 13, 2008

# **Alleys and R-8 zones**

## **Issue:**

Should new developments in R-8 (Residential – eight units per acre) zones that abut an alley be required to:

- locate all parking in the rear yard area, and
- have vehicular access to the parking area through the use of the alley?

# Background

- The Commission asked staff to review this issue
- Current development standards do not have requirements for using an alley as part of parking or access as do other residential zones
- Alley rights-of-ways are located throughout the City including areas of Kenndale, Renton Hill, Highlands, and North Renton areas



# Background



# Current Development Standards

New projects that abut an alley do not have to take the alley into consideration, this can allow:

- Neighborhood character to change
- Vehicles, garages, and driveways to be located between residences and streets
- Additional curb cuts
- Street parking reduction
- Additional stormwater run-off
- Reduction in quality of pedestrian safety
- Increase in vehicle speed through neighborhood
- Private thru streets
- Alley right-of-ways not to be utilized



# Current Development Standards



# Policy Review

Related Community Design Element  
Policies in the Comprehensive Plan



**Policy CD-13:** Infill development should be reflective of the existing character of established neighborhoods even when designed using different architectural styles, and /or responding to more urban setbacks, height or lot requirements. Infill development should draw on elements of existing development such as placement of structures, vegetation, and location of entries and walkways, to reflect the site planning and scale of existing areas.

# Policy Review

Related Community Design Elements  
Policies in the Comprehensive Plan



**Policy CD-57:** The design of pedestrian-oriented environments should address safety as a first priority. Safety measures should include generous separation of cars and pedestrians, reducing the number of curb cuts and driveways, having numerous, well marked street crossings, and providing street and sidewalk lighting.



# Policy Review

**Policy CD-13:** new projects should draw on elements of existing development



**Policy CD-57:** speaks to a pedestrian safe environment where people are separated from vehicles

# Code Language Examples

- 1) All parking shall be provided in the rear yard when alley access is available (*R-10 and R-14*),
- 2) All parking shall be provided in the rear portion of the yard, and access shall be taken from the alley (*RMT*), and
- 3) No surface parking shall be located between a building and the front property line and that parking lots and garages shall be accessed from alleys when available (*Urban Design*

# Undeveloped and Developed Alleys

- Examples in Kenneydale, Renton Hill, Highlands, and North Renton areas
- There are undeveloped alleys to consider
- Staff is locating publicly dedicated alley right-of-ways in R-8 zones
- Standards should be directed at developed alleys

# **Preliminary Recommendation**

- Add parking and loading development standards to properties that abut alleys in the R-8 zone
- Standards would require all parking to be provided in the rear portion of the yard and vehicular access to be taken from the alley

# Next Steps

- Complete research of location of alley right-of-ways
- Consider Planning Commission input
- Recommendation for next meeting